THE PALACE CAR.

WHAT IT CESTS AND HOW IT IS USUALLY EQUIPPED.

Combination Hotel on Wheels in One Car or a Train of Several Cars-If You gare the Money You Can Take Your Ease-Linen for Palace Cars.

It costs only \$50 a day to hire a completely furnished and pulatial dwelling house on wheels, containing seven-In front is an "observation Next come two drawing rooms, oth fairly spacious. Behind these is diring room twelve feet long. The middle part of the car is occupied by erths, which are comfortable sofas during the day. In the rear are a good ared kitchen, a china closet, a pantry, bathroom and a cold storage closet. All linen for table and beds, tableware, crockery and every other necessary are supplied. Three servants are provided also without extra charge—a skilled cook, a waiter and a porter, who are under the orders of a tenant. Heating and lighting are weaven in. After ten days the rental is five dollars less per diem. Taus luxuriously housed, the occupant can travel wherever he wishes all over the continent by paying the railways eighteen fares for transportation. However, if more than eighteen passengers are carried in the car, so many extra fares must be paid. He can stop at whatever points he desires and have his est side tracked, making his home in it

during his stay. If he chooses he can bring along his gen servants, linen, tableware and wines. He is at liberty to furnish the commissariat himself, or the company will supply everything in that way for him, charging only 15 per cent, over and above cost and rendering to him the bills. The latter is by far the better slan, inasmuch as trouble is saved and affairs are attended to more satisfactorily by the company, which understands he business and can buy food cheaper besides. The cook is always a capable erson, and, having a time schedule for journey across the continent, he will telegraph ahead to various points for each luxuries as may be obtainable at the markets in different cities, thus arranging for fresh fruits, butter and eggs, and even for a newly cut bouquet a be put on the table every morning at breakfast. All of this is susceptible of rariation. One can engage an ordinary deeping car for \$40, a sleeping car with buffet for \$45, or dining and observation Buy, Sell and Trade, Horses. car combined for \$10. A hunting car, provided with kennels for dogs, racks for runs, fishing tackle, etc., costs only \$35 day. Service and all incidentals are in every case thrown in.

But one can do better than this if he his plenty of money to spare. He can hire a complete traveling hotel for \$210 a day, in the shape of an entire train, consisting of four sleeping cars, a dining ar and a buffet smoker. An observation car may be added at an expense of \$40 more. The buffet smoker repreents in some respects the highest deelopment of the modern parlor car. It ncludes a bar, a barber shop, a bathroom and a library, wherein can be found books, writing materials and the newest magazines and pictorial and

In short, it is a small club on wheels. There is no other country in the world where luxury in traveling is so highly appreciated as it is in the United States. Abroad it is said that the only people who go by rail "first class" are the nobility and the Americans. Of course the person who charters a whole train must pay the railways for transportation at least eighteen fares per car, though west of the Mississippi the minimum rate is usually fifteen fares. No car can be rented for the prices above given for less than three days.

It has recently become the fashion for actresses to travel in private cars. Nowadays a conspicuous star usually insists on being provided with such a conveyance as part of the contract for the tour which she signs with her manager. Bernhardt always carries a small menagerie with her, which could not very well be accommodated in a public vehicle. Theatrical companies very commonly hire one or more cars while traveling, that being a convenient and agreeable method of transportation.

Dining cars are usually owned by the railways and are managed by the palace car companies. Ordinarily they are run at a considerable loss, being attached to trains merely as an attraction to paslengers. The expense of conducting them is enormous.

Arrangements made between the palace car companies and the railways regarding sleeping cars vary very much. Semetimes the latter pay as much as two or three cents a mile for the use of each sleeper, where, as is particularly apt to be the case in the south, the passenger traffic is not sufficient to repay the car companies. In such cases a railroad is often obliged to provide the necessary convenience at a loss to itself. The item of washing is a very costly one in the running of sleeping cars, inasmuch as no piece of linen is ever used twice withont going to the laundry. A sleeper, on leaving New York for Chicago or St. Louis, receives a "stock" of 120 linen sheets, 120 pillowships and 120 towels This gives change for two nights. Fifeen or twenty clean towels are always kept on the washstand. The washing is done in New York, Boston, Buffalo,

Chicago, St. Louis and other cities, being

given out in great quantities at the low

rate of one dollar per hundred pieces. An equipment of linen lasts about one

year, at the end of which it must be rehewed. It is purchased by wholesale— \$50,000 worth at a time.—Philadelphia

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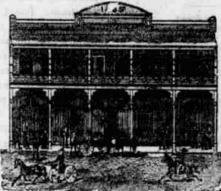
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Passengers from Globe, San Carlos, Fort Thomas and all points below will please take the stage at Solomonville for Duncan on Mondays, Wednesdays and Fridays at 70 clock a. m., making close connection at Duncan with the train from Lordsburg to Clifton and Morenel. Also with the stage for Carlisie, New Mexico, returning from Duncan to Solomonville on arrival of train from Clifton and stage from Carlisie on Tuesdays. Thursdays and saturdays, arriving at Solomonville at 6 o'celock p. m. I keep a good corral at each end of the route. This is a short road free from dust and chuck holes. Commercial men taken on any day of the week.

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